



Hongkong Daily Press

YOUR PEACE OF MIND IS GREATLY DISTURBED when your find your eyes are not so good as they used to be. **ACCURATE GLASSES** will overcome the trouble.

N. LAZARUS.
OPHTHALMIC OPTICIAN.
25, QUEEN'S ROAD C.E., HONGKONG.
Prescriptions accurately filled.

ESTABLISHED 1857

No. 19,133. 號一卅百一千九萬一第 日卅月七閏年未己 HONGKONG TUESDAY, SEPTEMBER 23RD, 1919. 二拜禮 號三十月九年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Bags 75 lbs. net.
In Bags 140 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

CAPE WHITE WINES.

DRAKENSTEIN

and
JAGGER CUP

Shipped by

J. SEDGWICK & CO., LTD.

CAPE TOWN.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD CENTRAL,

Telephone No. 75.

CARTRIDGES! CARTRIDGES! CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES, 12, 16 and 20 bore. Loaded with E. C. Powder, a powder which gives universal satisfaction.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 5-6, Beaufort Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL, Hongkong.

FURNITURE AND PHOTO GOODS

GLASS ETCHING, SIGN-BOARD AND MINOR MARKS.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description in Stock.
DEVELOPING, PRINTING AND ENLARGING UNDERTAKEN.

TELEPHONE 1918.

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	"	"
8.30	"	"
9.00	"	"
9.30	"	"
10.00	"	"
10.30	"	"
11.00	"	"
11.30	"	"
12.00 noon	"	"
12.30	"	"
1.00 p.m.	"	"
1.30	"	"
2.00	"	"
2.30	"	"
3.00	"	"
3.30	"	"
4.00	"	"
4.30	"	"
5.00	"	"

NIGHT CARS.

6.50 p.m., 8.00 p.m., 8.30 p.m., 9.30 p.m. to 11.30 p.m. Every 30 minutes

11.45 p.m.

SATURDAYS

Extra Car—11.00 Midnight

SUNDAYS

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
8.00	"	"
8.30	"	"
9.00	"	"
9.30	"	"
10.00	"	"
10.30	"	"
11.00	"	"
11.30	"	"
12.00 noon	"	"
12.30	"	"
1.00 p.m.	"	"
1.30	"	"
2.00	"	"
2.30	"	"
3.00	"	"
3.30	"	"
4.00	"	"
4.30	"	"
5.00	"	"

As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Vaux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office.
No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice (All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1 Local	No. 2 Local	No. 3 Local	No. 4 Local	No. 5 Local	No. 6 Local	No. 7 Local	No. 8 Local	No. 9 Local	No. 10 Local	No. 11 Local	No. 12 Local	No. 13 Local	No. 14 Local	No. 15 Local	No. 16 Local	No. 17 Local	No. 18 Local	No. 19 Local	No. 20 Local	No. 21 Local	No. 22 Local	No. 23 Local	No. 24 Local	No. 25 Local	No. 26 Local	No. 27 Local	No. 28 Local	No. 29 Local	No. 30 Local	No. 31 Local	No. 32 Local	No. 33 Local	No. 34 Local	No. 35 Local	No. 36 Local	No. 37 Local	No. 38 Local	No. 39 Local	No. 40 Local	No. 41 Local	No. 42 Local	No. 43 Local	No. 44 Local	No. 45 Local	No. 46 Local	No. 47 Local	No. 48 Local	No. 49 Local	No. 50 Local	No. 51 Local	No. 52 Local	No. 53 Local	No. 54 Local	No. 55 Local	No. 56 Local	No. 57 Local	No. 58 Local	No. 59 Local	No. 60 Local	No. 61 Local	No. 62 Local	No. 63 Local	No. 64 Local	No. 65 Local	No. 66 Local	No. 67 Local	No. 68 Local	No. 69 Local	No. 70 Local	No. 71 Local	No. 72 Local	No. 73 Local	No. 74 Local	No. 75 Local	No. 76 Local	No. 77 Local	No. 78 Local	No. 79 Local	No. 80 Local	No. 81 Local	No. 82 Local	No. 83 Local	No. 84 Local	No. 85 Local	No. 86 Local	No. 87 Local	No. 88 Local	No. 89 Local	No. 90 Local	No. 91 Local	No. 92 Local	No. 93 Local	No. 94 Local	No. 95 Local	No. 96 Local	No. 97 Local	No. 98 Local	No. 99 Local	No. 100 Local	No. 101 Local	No. 102 Local	No. 103 Local	No. 104 Local	No. 105 Local	No. 106 Local	No. 107 Local	No. 108 Local	No. 109 Local	No. 110 Local	No. 111 Local	No. 112 Local	No. 113 Local	No. 114 Local	No. 115 Local	No. 116 Local	No. 117 Local	No. 118 Local	No. 119 Local	No. 120 Local	No. 121 Local	No. 122 Local	No. 123 Local	No. 124 Local	No. 125 Local	No. 126 Local	No. 127 Local	No. 128 Local	No. 129 Local	No. 130 Local	No. 131 Local	No. 132 Local	No. 133 Local	No. 134 Local	No. 135 Local	No. 136 Local	No. 137 Local	No. 138 Local	No. 139 Local	No. 140 Local	No. 141 Local	No. 142 Local	No. 143 Local	No. 144 Local	No. 145 Local	No. 146 Local	No. 147 Local	No. 148 Local	No. 149 Local	No. 150 Local	No. 151 Local	No. 152 Local	No. 153 Local	No. 154 Local	No. 155 Local	No. 156 Local	No. 157 Local	No. 158 Local	No. 159 Local	No. 160 Local	No. 161 Local	No. 162 Local	No. 163 Local	No. 164 Local	No. 165 Local	No. 166 Local	No. 167 Local	No. 168 Local	No. 169 Local	No. 170 Local	No. 171 Local	No. 172 Local	No. 173 Local	No. 174 Local	No. 175 Local	No. 176 Local	No. 177 Local	No. 178 Local	No. 179 Local	No. 180 Local	No. 181 Local	No. 182 Local	No. 183 Local	No. 184 Local	No. 185 Local	No. 186 Local	No. 187 Local	No. 188 Local	No. 189 Local	No. 190 Local	No. 191 Local	No. 192 Local	No. 193 Local	No. 194 Local	No. 195 Local	No. 196 Local	No. 197 Local	No. 198 Local	No. 199 Local	No. 200 Local	No. 201 Local	No. 202 Local	No. 203 Local	No. 204 Local	No. 205 Local	No. 206 Local	No. 207 Local	No. 208 Local	No. 209 Local	No. 210 Local	No. 211 Local	No. 212 Local	No. 213 Local	No. 214 Local	No. 215 Local	No. 216 Local	No. 217 Local	No. 218 Local	No. 219 Local	No. 220 Local	No. 221 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Local	No. 577 Local	No. 578 Local	No. 579 Local	No. 580 Local	No. 581 Local	No. 582 Local	No. 583 Local	No. 584 Local	No. 585 Local	No. 586 Local	No. 587 Local	No. 588 Local	No. 589 Local	No. 590 Local	No. 591 Local	No. 592 Local	No. 593 Local	No. 594 Local	No. 595 Local	No. 596 Local	No. 597 Local	No. 598 Local	No. 599 Local	No. 600 Local	No. 601 Local	No. 602 Local	No. 603 Local	No. 604 Local	No. 605 Local	No. 606 Local	No. 607 Local	No. 608 Local	No. 609 Local	No. 610 Local	No. 611 Local	No. 612 Local	No. 613 Local	No. 614 Local	No. 615 Local	No. 616 Local	No. 617 Local	No. 618 Local	No. 619 Local	No. 620 Local	No. 621 Local	No. 622 Local	No. 623 Local	No. 624 Local	No. 625 Local	No. 626 Local	No. 627 Local	No. 628 Local	No. 629 Local	No. 630 Local	No. 631 Local	No. 632 Local	No. 633 Local	No. 634 Local	No. 635 Local	No. 636 Local	No. 637 Local	No. 638 Local	No. 639 Local	No. 640 Local	No. 641 Local	No. 642 Local	No. 643 Local	No. 644 Local	No. 645 Local	No. 646 Local	No. 647 Local	No. 648 Local	No. 649 Local	No. 650 Local	No. 651 Local	No. 652 Local	No. 653 Local	No. 654 Local	No. 655 Local	No. 656 Local	No. 657 Local	No. 658 Local	No. 659 Local	No. 660 Local	No. 661 Local	No. 662 Local	No. 663 Local	No. 664 Local	No. 665 Local	No. 666 Local	No. 667 Local	No. 668 Local	No. 669 Local	No. 670 Local	No. 671 Local	No. 672 Local	No. 673 Local	No. 674 Local	No. 675 Local	No. 676 Local	No. 677 Local	No. 678 Local	No. 679 Local	No. 680 Local	No. 681 Local	No. 682 Local	No. 683 Local	No. 684 Local	No. 685 Local	No. 686 Local	No. 687 Local	No. 688 Local	No. 689 Local	No. 690 Local	No. 691 Local	No. 692 Local	No. 693 Local	No. 694 Local	No. 695 Local	No. 696 Local	No. 697 Local	No. 698 Local	No. 699 Local	No. 700 Local	No. 701 Local	No. 702 Local	No. 703 Local	No. 704 Local	No. 705 Local	No. 706 Local	No. 707 Local	No. 708 Local	No. 709 Local	No. 710 Local	No. 711 Local	No. 712 Local	No. 713 Local	No. 714 Local	No. 715 Local	No. 716 Local	No. 717 Local	No. 718 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THE CORONET

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"KING LEAR"

TO-NIGHT at 9.15 p.m.

"THE TIGER WOMAN"

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GERMANY'S WAR DEBT.
OVER \$40,000,000,000.

The Peace Treaty Committee of the French Chamber of Deputies recently heard the explanations of the Finance Minister of Klotz, on the progress of the negotiations in respect of the financial clauses. The problem is formidable, remarked M. Klotz, and without precedent. Of the four responsible enemies Germany alone is solvent. The question was asked: Is Germany able to bear the burden of the pecuniary responsibility? To what extent and after how long a time can Germany pay up. The Finance Minister showed that the total sum owed by Germany, including the war costs, exceeds \$40,000,000,000. As this debt could only have been paid off by instalments, whilst 5 per cent. should have been added to the principal, Germany would have been compelled to disburse the sum of \$80,000,000,000 within a period of seventy-five years. The Allies thought that the financial resources of the Empire were inadequate to meet so heavy an obligation, and that the payment of the sums right fully due, if not compromised, except as regards the cost of the war, the Allies had not fixed the basis of the debt. It has been settled, however, that Germany must necessarily pay the pensions, allowances, and material reparations. It would have been impossible and dangerous to fix an absolute estimate of the outlay required to cover reparations for damages, taking as a basis the surplus of all things, for the cost cannot accurately be reckoned. In the Treaty, May 1st, 1921, is named as the date when the valuation for damage done will be established, and one may assume that the share allotted to France will be less than 50 per cent. The Finance Minister went further into the work of the Commission for Reparation at the Peace Conference concerning the financial possibilities of Germany and the manner of payment.

M. Tardieu then explained the financial situation of France with respect to the United States. The negotiations had been guided and will be developed with the object of restoring financial solidarity between France and America. M. Tardieu added: "France is sure to find large financial and commercial credit in America."—Daily Telegraph.

U.S. TRADE IN CHINA

Some interesting statistics on the trade of the United States are given in the annual report of Mr. J. Harold Dollar, President of the American Chamber of Commerce of China. After having 47 per cent. of China's foreign trade in 1900, America dropped back until in 1910 it had only about 4.5 per cent. In 1917 the percentage had increased to 16. Mr. Dollar believes that during the next ten years the United States will win back the position occupied half-a-century ago. He says that in the last twenty-five years the American people have donated to China an amount of money greater in excess of the profits that American merchants have made out of China's trade.

Among the chief items of import from China during 1918 were: raw silk, \$67,748,880; raw cotton, \$20,436,573; brist, \$6,226,070; skins and hides, \$23,711,072; teas, \$21,759,172; sheep's wool, \$10,743,880; antimony, \$6,182,844; egg products, \$12,223,677; bean and wood oil, \$23,492,673.

Among the chief items of export to China were: kerosene, \$34,021,749; cigarettes, \$31,588,287; leather, \$9,861,734; electrical materials, \$4,107,787; raw cotton, \$6,534,348; piece goods, abetting, \$10,526,710; paper and cardboard, \$5,352,360; locomotives, \$3,619,676.

The chief items among China's imports in which the United States is not participate were: cotton yarn, \$19,694,599; piece goods, grey shirtings, \$11,174,075; piece goods, white shirtings, \$11,802,632.

BRIDGING THE WHAMPOO

PROPOSED TRAMWAY TO NINGPO.

PEKING, September 15th.

It is reported that Tsao Ju-hua is at the head of the Sino-Japanese Company which proposes to build a bridge from Shanghai to Pootung, and a tramway line to Ningpo. The bridge will consist of 20 spans, and the line will be 860 1/2 in length. The capital of the company is \$15,000,000. Tsao Ju-hua's group subscribes \$5,000,000, the Japanese \$5,000,000, and the balance of stock will be placed in the open market.—N.Y. Daily News.

JAPANESE BANKING.

The Bank of Taiwan, Ltd., made very substantial progress in the half-year to December 31st. Deposits increased 130 million yen to 451 millions, and there was an expansion of 81 millions in the note circulation. Consequently cash balances have risen 33 millions, and discounts, advances, etc., have increased 130 millions to 530 million yen. With all this additional business to handle, gross profits rose of 30 million yen to 39,576,000 yen; but most of the gain was absorbed in higher working charges. However, it is possible to increase the allocation to reserve from 300,000 yen to half a million, and after paying the usual dividend of 10 per cent. per annum, to carry forward 183,000 more, viz., 575,000 yen. The subscribed capital has been increased by 10 millions to 30,000,000 yen.

THANKS TO THE FORCES.
THE PRIME MINISTER'S GLOWING TRIBUTE.

GENIUS OF FOCH.

In the House of Commons, on August 7th, the Prime Minister had two motions on the paper—one expressing the thanks of the House to the Forces of the Crown for their services in the war; and the other recognising the services of Field-Marshal Foch.

He said: About a year or two ago it was my privilege to move a vote of thanks to the ranks of the Army for their services in the Great War. It would be unnecessary for me to travel over the same ground to-day as I covered on that occasion. With regard to the best expression of thanks that it is proposed to give to the great soldier who commanded the Allied Forces on the Western front, I am sure the House will be glad of an opportunity of expressing its gratitude for the first time to that great leader. (Cheers.) In the war many have won high renown on the field. His genius, by general recognition of friend and foe, is the most shining and his fame the most towering. (Cheers.) The war would have been won by the valour, endurance, and resources of the Allies without Marshal Foch's leadership. I am profoundly convinced, but it would not have been won in 1918. (Cheers.) What that means to the world it is difficult to calculate. It is difficult to rebuild the country after five years of shattering war. What would have happened if there had been another year or another two years of casualties, losses, and destruction, of anxiety and unrest, as one can imagine. From that dark possibility we were saved by the genius of Marshal Foch, and the attitude of our people as well as of the whole of the civilised nations of the world ought to go out to him. I, therefore, feel it a great privilege to move that the thanks of the House be given for his services to Marshal Foch. (Cheers.)

I have now to move a vote of thanks to the gallant men and the devoted women who served with the Allied forces during the last four or five years. Five years ago to this week, by a harsh fate this country was called on to make the greatest without warning. A harsh and cruel clarion rang out suddenly, almost without warning, a challenge to the ability of our race. It was one of those challenges that no nation can disregard without forfeiting its honour and without losing its self-respect. If we had not responded to that challenge in the true spirit we might have wasted ages in the sacrifice of other and nobler races than we are. We have become a prosperous people, but a despised people. The answer was worthy of our great Empire, and let me say here we owe thanks to those who at that time, were the national leaders in reaching that decision. (Cheers.) For saving this land from that shame, I mean Mr. Asquith and Sir Edward Grey. (Cheers.) What happened on that date? On August 1st, 1914, we were by common assumption the most unwelcome people in Europe. On the Continent every man, from the moment he reached the horrors of war as a result of the destiny through which he might have to pass in life. His fathers had gone through it for generations, almost without a break. When they arrived at a certain age they served apprenticeship in war. For two years they practised war with the handling of rifles and machine-guns and cannon, and in facing rifles, machine-guns, and cannon. Their minds were concentrated on that problem. For years after that they were brought up year after year for something like mimic warfare, which reminded them of what might be in store for them any day. The slightest diplomatic cloud on the horizon was regarded by them as something which might develop into a storm which might break upon their heads and upon their homes.

A CHALLENGE TO CHIVALRY. That was the Continent of Europe. But here war was as remote a contingency from the men of August 1st, 1914, as anything could be. What war meant for men of British birth was that those who had chosen war as a profession, at the least, that could happen, might be engaged. Then came a great change. On August 4th, the challenge was made to the chivalry of our people, and what followed is one of the most remarkable incidents in history. Millions of men of the type I have described, who never thought of war, suddenly rallied to the flag. They rallied in such numbers that even a great manufacturing country like ours could not manufacture the necessary weapons of war for them to handle or to train themselves with. It was one of the most thrilling and inspiring episodes in the history of the world, and that episode will always be honourably associated with the great name of Lord Kitchener. (Cheers.) Men so brought up, men with such a training, when the hour of battle came, whether on field or on flood, behaved with a gallantry, a valour, a dauntlessness, that ranks them with the iron infantry of Marlborough and Wellington, and on sea with the daring seamen of Drake. That we have reason to be proud of. (Cheers.) I doubt whether in the history of war such multitudes of men have ever displayed such sustained courage. Has there ever been such a strain upon courage as in this war? In the old wars there were great battles fought—two, three, not many in the course of a campaign. There were great intervals either of rest or of marching, at any rate of relaxation from the great strain upon human nerve. There was hardly any here. The peril was in the battle and the peril was in the bullets. There were long-range guns and bombing, even in rest camps. The strain was ever present upon the nerves of the gallant men. War has never witnessed such a trial of manhood and British soldiers and British seamen stood it to the last. (Cheers.)

PERILS OF THE SEAS.

What is true of the battlefield is equally true of the sea. It is difficult for us to estimate the constant strain upon the courage of our seamen. There is a letter from Collingwood written when he was outside Toulon blockading that port, which I read the other day. He was talking of the weather, and he was talking of the vigilance that was required. He said: "Every one of the blasts we are enduring lessens the security of the country. The last cruise disabled large ships and two more lately. Several of them must be docked. I have hardly known what a night of rest is these two months. This incessant cruising seems to me beyond the powers of human nature." That was for two months. The incessant cruising of this war was not for two months nor for two years, but even longer. In those days the enemy was visible; here the enemy was hidden. There the enemy could be seen approaching; here the enemy was underneath and out of sight. The mined areas covered huge tracts of sea. There were ships that knew that when they sailed or steamed through areas which were not supposed to be mined, perhaps a quarter of an hour before they arrived there mines had been laid along their track with disastrous effects to their craft. This is the strain which our sailors of the Navy bore. As to our sailors of the Mercantile Marine—(cheers)—they faced horrors often worse than those of the battlefield. A ship torpedoed, perhaps scores of miles from any shore, in rough weather, with frail boats and no time to stock the boats—the cruel and deadly beasts of prey playing with their victims before devouring them. And often they were spared for a worse fate, the incredible torture of hunger and thirst. No wonder that 15,000 of them fell victims to the cruellest and most deadly piracy ever perpetrated on the high seas. (Cheers.) As his Majesty the King said the other day, it is noteworthy that the survivors, after they were rescued, never failed to return to the same perilous duties. (Cheers.) They knew that the fate of the Allied cause depended on their faithfulness even unto death. We owe them thanks, and it ought to be the pride of this land to represent the people of this land to accord it to them. (Cheers.) Everywhere on land, on sea, in the air, the strain on the heart, the nerve, the will, the courage of men has been beyond anything ever described in the story of this world.

VICTORIES BY THE DOMINIONS.

It is a matter of just boast to us as a people that in such a trial Britain fought better in the last year of the war than she ever fought before—put forth greater strength, displayed greater daring and endurance; her blows were more vigorous, more mighty, more shattering, more terrible in their effect than ever before. Therefore move that Vote of Thanks to these gallant men to whom we owe so much. And we should not forget the women who, in great peril, nursed the wounded, and saved thousands of lives by their tender care; and the other women of the other auxiliary services whose aid was invaluable in enabling the soldiers to carry through their terrible duty. I am not going to particularise branches of the Service nor to attempt to summarise their achievements. They are too well-known. They are written deep on the hearts of the people of this country. I will only just refer to two or three matters which I think I should fail before I sit down. The first is the debt we owe to the Dominions and the Dependencies of the Empire—(cheers)—for their timely, effective, and powerful aid they rendered. As to the Dominions, we have only to peruse the lists of the victories won by the gallant troops that came from Overseas—a truly dazzling list—in order to realise the greatness of the share which they have in the happy issue of the war. I am sure we rejoice much here as they do that the Dominions, from the valour of their sons, have won a permanent place in the fraternity of nations. As to India, by her remarkable contribution to our triumph, notably in the East, she has won a new claim to our consideration, a claim so irresistible that it ought to overpower, and must overpower, all prejudice and timidity. This is the motion of thanks to the fighting services, but I must mention two other classes. First of all the workers to whose skill and industry we owe the celerity, the efficiency, and the completeness with which our armies were equipped.

GLORY OF A COMMON ACHIEVEMENT.

Never has the skill of our experts, the leaders and organisers of industry, and of our mechanics been shown to as great advantage. There is one word I should like to say about them. These skilled mechanics volunteered in such numbers that it was the first duty of those who were to undertake the organisation and equipment of the Army to bring back as many as they possibly could. That was true in the shipbuilding trade and in the engineering trade. It was true especially in the mines, and this I am not ashamed to say, if anything could add to the reluctance with which we should enter into any conflict with men in any of these trades, the memory of that tact which made us even more reluctant. (Hear, hear.) Then, may I say one word about the multitude of silent people—the men and women who quietly bore the racking strain of anxiety and too often bereaved in their homes. There have been years where in millions of homes in this land every knock at the street door sent a shudder of fear to anxious hearts. It was too often a messenger of inconceivable desolation. It can only be known in the Great Day what agony this war has brought to millions of homes. It will only then be known what measure of silent heroism has been displayed in enduring that grief, and here and now and to-day it is well to remind the land that all classes have suffered alike. There is no class which

can point the finger of reproach to another. All have borne their share. The glory of a common achievement shines on all ranks in this land. The shadow of a common grief alone dims the lustre of our glory, and a nation whose men and women have for years shown such qualities in the hour of their country's need will show it yet again if the need comes, with a subtler and therefore more formidable peril, to save the Motherland from danger. (Cheers.)

Sir D. Maclellan (L.)—I am quite sure the House would have been well content to leave this resolution to the speech of the Prime Minister and the noble words which you, Mr. Speaker, have read with such taste and feeling from the Chair. There is one thing which we can all claim, that in the feelings of the heart we are all the Prime Minister's equal. (Cheers.) I, on behalf of those who associate themselves with me in this House, wish to tender to the Prime Minister our thanks for the generous reference to Mr. Asquith and to Viscount Grey, who, with him, bore the burden of the early days of this titanic conflict. The scope of the resolution shows that this was in truth a nation in arms, united in a common purpose, not only for the defence of this country and the Empire, but for humanity and freedom the world over. We proudly claim this for all our men on land, in the air, and at sea, that by their deeds and, in the words of the resolution, their "good humour, their civility, and the patience of their bearing," they were in truth gentlemen at arms. Never was it so true, and the leaders of the men in command of all ranks should say that whatever criticism may come to be passed over tactics and strategy, things done or things left undone, there is one verdict already given which will only gather strength as the years roll on—the men were magnificent. (Cheers.) I should like to say one or two words in reference to our debt to the Navy and the Mercantile Marine. The Navy was the keystone of the Allied Arch and the feeding-stone of the Allied Armies in every land. The Navy and the Mercantile Marine have been in every sense fully worthy of the finest traditions of British seamen. Criticism may come and go, but the result told it is this—the open sea and Scapa Flow.

ARMY AND AIR SERVICES.

As to the Army and the Air Services, we know that the commanders shared with the men those splendid qualities of patience, equal mind in adversity, back to the wall tenacity, the cool courage which at last gave them the opportunity and power for the irresistible rally. I wish to pay a tribute to Marshal Foch. This is a family gathering, but there is no more welcome guest than the Commander-in-Chief of the Allied Armies. (Cheers.) The Parliament of Great Britain and Ireland assembled claims him. Marshal of France, as one of the truest captains of mankind. It is the French spirit incarnate. Never was it more fitting than in those days of disasters on the Marne, when he sent that message back to Paris. "My centre gives, my right recoils; the situation excellent; I am attacking." (Cheers.) I pass from that to pay a tribute to the dead and the sorrowing living—to those who went forth to return no more, save to the shattered homesteads of the hearts of those who loved them. They gave their lives, they did not lose them. They gave them, a precious gift, a precious heritage, to this country and to the world's freedom. I have not the slightest doubt that if the same spirit which animated these men who gave their lives is with us still, in the troublous days of peace, be as worthy of the nation, which was born in adversity, nurtured in sacrifice, and reared on great ideals—we shall be worthy in the days of a very trying peace of the triumphs of our national past. (Cheers.)

LABOUR'S TRIESTE.

Mr. Adamson, on behalf of the Labour Party, associated himself to the fullest degree with all that had been said by way of thanking all who had contributed towards bringing their country successfully through the worst period it has ever had to face.

Commander Kenworthy paid a tribute to the courage and bravery of the fishermen who had taken part in the war.

The resolutions were put from the Chair by the Speaker, and, amid cheers, were declared to have been carried nemine contradicente.

SERVICE AT YORK MINSTER FOR FALLEN FREEMASONS.

Over three thousand Yorkshire Freemasons, wearing full regalia, attended a service at York Minster on August 8th, which was both a commemoration of fallen Freemasons of the county and a thanksgiving for peace.

The Archbishop of York, preaching, said it was the old tide of freedom which had saved the country nine months ago; it was a new tide of brotherhood that alone could save the country now. Our mistake had been that we thought of better world could come from wishing for it. We forgot that nothing but a moral and spiritual movement, acting in its strength and force to the great movement of 1914, could suffice for a task so tremendous. We could not wait for a dramatic conversion of the crowd. The tide of brotherhood must turn in the souls of individual men and groups of men throughout the country. Assuredly that great fellowship of Freemasons was bound by all the principles and traditions of its history to take a leading part in such a movement.

DISPUTE ON A SHIP.

THIRD OFFICER AND CAPTAIN AT
LOGGERSHEADS.DEFENDANT'S CERTIFICATE
SUSPENDED.

At the Marine Court, yesterday, F. Twomey, third officer of the s.s. *Jason*, was charged with refusing to carry out his duties on September 21st.

The Court was composed of Capt. Basil Taylor, R.N. (President), Lieut. Comd. Kilgour (H.M.S. *Tamara*), Capt. R. A. Matthews (H.M.S. *Thetis*), Capt. J. S. Thomson (H.M.S. *Ching*), and Capt. J. M. McAlister (H.M.S. *Shing*).

Mr. D. J. Lewis prosecuted and Mr. C. E. R. Beavis appeared for the defence.

Mr. Lewis stated that on August 21st, the *Jason* was in Shanghai. She was being taken up by a European pilot, and during the passage up the river the defendant was the officer on watch. At 10 a.m. the quartermaster, a man named McNeil, relieved the watch. At about 11 a.m., whilst in the neighbourhood of other shipping, the pilot gave the quartermaster the order: "Go port to helm."

and afterwards asked him to ease it. The pilot was on the bridge outside the wheelhouse, and the defendant was in the wheelhouse. The defendant consulted the pilot, the defendant ordered "Go starboard helm," and this order the quartermaster carried out. Another order was then given by the defendant, whereupon the quartermaster told him that the pilot was in charge of the ship and he would not do anything without his orders.

Afterwards the pilot again ordered, "Ease off," and then "Ease off." The defendant ordered the quartermaster to go to starboard. The quartermaster declined to carry out the order as the Captain and pilot were on the bridge. After repeating the order a second time, the defendant pushed the quartermaster away from the wheel. The Captain, hearing sounds of a scuffle at the wheelhouse, went to ascertain the cause. The defendant told him that the quartermaster had refused to obey orders. The Captain told the quartermaster that he must obey orders, and told the defendant that he ought not to interfere with the orders of the pilot. On September 21st, the ship left Shanghai and came down the river with another European pilot on board. The defendant was again keeping watch, and at 10 a.m. the quartermaster relieved the watch. The defendant, on seeing the quartermaster, immediately walked on to the bridge and told the Captain that if the quartermaster took charge of the wheel he would not assume any responsibility. The Captain assumed him to carry out his duties, and after some discussion, defendant refused to obey if the quartermaster was allowed to remain. The Captain replied that he did not intend to accept the defendant's condition and told him to do his duty. The defendant refused again, and was ordered off the ship.

Capt. T. W. Quirk, the master, stated that when the ship was going up the river with a European pilot in charge he heard sounds of a fight on the bridge. He went up to ascertain the cause and noticed a scuffle between the pilot and the quartermaster. He saw the quartermaster struggling with the pilot, and he ordered them to stop.

He enquired what the trouble was about, and the defendant informed him that the quartermaster had refused to obey his orders. The quartermaster stated that he refused the orders because they conflicted with those of the pilot. The defendant then spoke rudely and witness told him to be more civil. Witness then left the deck and the ship proceeded without further incident. The quartermaster had been on the ship since February and was an excellent man. On September 21st the ship left Shanghai and proceeded down the river with a new pilot on board. At 10 a.m. the quartermaster came to relieve the wheel. Witness was speaking to the pilot at the time. The defendant came up to witness and said: "I see you have not taken any notice of my protest." Witness asked him what he was talking about, and he replied that he refused to assume any responsibility while the quartermaster was on the bridge. Witness told him that he would look into the matter later, but defendant refused to go away. Witness then asked him if he refused to do his duty. Defendant began shouting, and witness asked him to desist, stating that that was not the sort of example to set to the crew. What kind of discipline did he expect if he carried on that sort of way? Defendant replied that witness was not better than himself, and used very insulting language. Witness then said: "If you do not stop this insulting talk I'll push you one on the jaw." Defendant replied: "Go ahead, you will be sorry for it." Witness said: "Perhaps it might be so. Will you do your duty as an officer?" Defendant refused.

Witness asked him three times, and, when he finally refused, witness said: "Then you had better go." Since then defendant had not done any work. If the quartermaster had refused to obey orders defendant should have reported to witness.

Cross-examined by Mr. Beavis, witness stated that if there was no time to report to the Captain, defendant should act on his own discretion. He should not have used physical force. That sort of thing made the case bad. That question, however, had no bearing on the case, what-ever.

Mr. Beavis: That is for the Court to say. Perhaps you will leave those matters for us to decide.

Witness: I am asking the Court's opinion.

Mr. Beavis: After the incident on August 21st, did you have any conversation with the defendant at lunch? The defendant asked you whether, under the circumstances, he could be held responsible? You told him that the responsibility lay with him and yourself?

Witness: I told him it was a very serious matter, especially as I was on the bridge at the time.

I suppose you will agree that there is responsibility on the part of the officer on duty?—Yes, to see that the orders are carried out, but when the master is on the bridge it is not the duty of the officer to exercise his discretion without first reporting to the master. There is a possibility of that being necessary in the case of an emergency, but in the present case, there was no emergency. It was a serious thing from the point of view of the crew.

You agree that there was afterwards some conversation between you and the third officer when the question of responsibility was discussed?—Yes.

Did the defendant tell you that he had spoken to the quartermaster about the matter, and that the quartermaster had told him he would not obey his orders?—No, I most emphatically deny that the defendant told me that the quartermaster had refused to obey his orders. He did say that he was not going to take responsibility if the quartermaster was at the wheel. I told defendant that the duty of the quartermaster was to obey the last orders given.

Did you tell the defendant that he was the only man who had made complaints against the quartermaster?—Yes.

You did, as a matter of fact, reprimand the quartermaster on that occasion?—Yes, at defendant's request.

Did you finally remove the defendant from his duty?—Yes.

When the defendant said he would not work you got excited?—Yes, I got excited; but not so excited as not to know what I was saying. He was insulting in the presence of strangers.

You must have been excited because you said "I will push you one on the jaw"?—He was insulting and told me that I was setting a bad example.

Was it consistent with your dignity that you should say "push you on the jaw"?—That, I presume, is a matter of opinion.

Did you call him for further duty?—Certainly not.

Continuing, witness stated that defendant definitely refused to do duty. He did not say that he would not go on duty if the quartermaster were at the wheel. It was the duty of the officers to assist the Captain in maintaining discipline. He had definitely and clearly asked the defendant whether he refused to do duty and received an affirmative answer.

Mr. W. T. Birch, the Chief Officer, stated that he was on the bridge at the time of the incident. Defendant said: "I absolutely refuse to do duty while that person is at the wheel."

Cross-examined by Mr. Beavis, witness said he was not quite sure whether he heard defendant use the word "absolutely."

Quartermaster McNeil gave corroborative evidence.

In cross-examination, he said the defendant told him that if he did not apologise he would take further proceedings. There was one ship on the port side and another on the stern. The vessel might have barged into the vessel on the port side, and a collision might have occurred.

In reply, Captain Taylor, witness said he had no conversation with the defendant.

Mr. W. W. Birch, Second Officer, said that "to tell the truth, I will reply." He heard defendant say: "I refuse to take responsibility if the quartermaster is at the wheel." He also heard shouting. Defendant used insulting language. He did not see the chief officer on the bridge.

Cross-examined, witness stated that he did not pay much attention to the quarrel. All eyes, even the pilot's, were on the combatants. Of course his first consideration was the safety of the ship. The defendant and master were as excited as any men would be.

H. Davis, an apprentice, stated that he heard the master tell defendant: "You are no use anyhow." Defendant wanted the Captain's assurance that the quartermaster would not be at the wheel while he was on duty, and when the master said he could make no conditions, defendant refused to work.

The defendant, giving evidence, said he was third officer of the *Jason* and held a mate's certificate. He had been on the *Jason* since November last year. When the ship went up to Woosung on August 21st, the Captain, the pilot, the apprentice, the quartermaster, and witness were on the bridge. They were overtaking another steamer on the starboard side not far off. Another steamer was coming in the opposite direction. Witness was standing at the quartermaster's right in the wheelhouse. The pilot gave an order to the quartermaster to put his helm to port. Witness noticed that the ship's head had swung to the starboard side. The pilot gave the order "Ease your helm," immediately afterwards, but the quartermaster simply put his wheel amidship. In witness's opinion, this was not sufficient, as they were going rapidly towards the other steamer. Witness told the quartermaster to ease his helm more but he refused, remarking that the pilot gave him his orders and not witness. Witness then ordered the quartermaster from the wheel and took it himself. Witness was certain that if the helm had not been eased in time a collision would have been unavoidable. The quartermaster resisted witness by force and refused to allow him to take the wheel. Witness was just making a second attempt to get hold of the wheel when the Captain came up and told to witness he had had enough of this nonsense. Witness thereupon left the wheel and stood aside. The Captain then told witness that he would look into the matter later.

The Captain walked up to the pilot, and witness overheard him asking if witness had contradicted his orders. Witness could not swear as to the pilot's reply, but the pilot seemed to witness to have said "No." Thinking the Captain might misunderstand his attitude, witness went up to him and informed him that he (witness) had to see that the pilot's order was carried out.

Mr. Lewis interrupted here and said that point had not been raised before. His friend had not put those questions to any of the witnesses in the morning. It was, he said, a very important point, and he did not see why it was not raised earlier.

Continuing, the witness said that finished the incident for the time being. That day at luncheon the Captain asked witness for an explanation, and witness gave it, asking the Captain at the same time if he was responsible while the pilot was on the bridge. The Captain replied that he was partly responsible. The Captain also said the quartermaster must obey the last order given to him by an officer. Witness thereupon replied that in that case he would ask that the quartermaster be punished. The Captain said he would speak to the quartermaster. Witness later found that the Captain had taken no action in the matter. Witness could obtain no satisfaction, and, not wishing to cause more trouble, decided to settle the matter in a quiet manner. He went to the quartermaster two days after the incident and put it to him, as man to man, whether he did not think an apology was due from him to witness. Witness also suggested to the quartermaster that he should promise that in future he would leave the wheel when ordered to do so. The quartermaster refused to comply with either request. Witness then went to the Captain, and, in a respectful manner, asked him to oblige witness by having the quartermaster removed from the wheel. Witness endeavoured to explain the position he would be in if the quartermaster should again refuse to leave the wheel, but the Captain tried to shout witness down. In fact, the Captain did not speak to him in the way an officer should be spoken to. The Captain said he had no objection to the quartermaster, and as witness was the only officer who had a complaint against him, he (the Captain) could not do as witness desired. At that time they were at anchor in the river and were expecting to sail for Hongkong at any moment. Witness told the Captain that it was impossible for him to take responsibility while the quartermaster was at the wheel. Witness added that if the Captain persisted in keeping the man at the wheel he would like to be relieved from duty as officer of the watch. Some time later he saw the Captain again and said: "I see you have not taken any notice of my protest regarding this man. The Captain attempted to walk away, but witness followed and stated that he would not take responsibility while that quartermaster was at the wheel. He wanted the Captain's assurance that no responsibility could be attached to him for any act done by the quartermaster. The Captain's reply was: "I will make no conditions with you." The Captain threatened to punch him on the nose, but witness did not stop shouting. Witness invited him to go ahead with his punching. During the conversation the Captain said: "Stop, will you shut up? Do you refuse duty?" Witness replied that he would not take the responsibility while the quartermaster was at the wheel. The Captain again asked him: "Do you refuse duty?" Witness repeated his former reply. The Captain then ordered him down below, and had not since ordered him back to duty. The Captain read the entry in the log to him two days later, and witness told him it was insufficiently worded and incorrect.

Cross-examined by Mr. Lewis, witness stated that he knew that a Captain could not interfere with a pilot's orders except in an emergency. He maintained that he did not order the quartermaster to ease the helm "as he feared a collision." The reason why he took the wheel from the quartermaster was because the latter refused to obey the order. He did not struggle with him. He would not go against the pilot's order unless he feared that the ship was in grave danger. He did not tell the Captain that the quartermaster had refused to obey orders. If a man was in the right he should speak out. He did not dictate to the Captain what he should do. He only said he refused to take responsibility in the circumstances. It was a fine state of things if a quartermaster refused to obey orders and if the Captain took no notice of it. The man might put a bullet through an officer or do anything.

Mr. Lewis: And because the man is of a mutinous character and the Captain does not believe if you refuse to do your duty?—Witness: No.

Continuing, witness said he told the Captain that he was placed in a false position if no steps were taken against the quartermaster. He did not report to the Harbour-master in Shanghai because he thought the Captain's sense of right would prevail. The Chief Officer and Captain had told him if they said he refused to go on duty. If insubordination and insolence meant that when a man threatened to punch him he replied in a shouting tone of voice, then he had been insubordinate. They had an argument about the entry in the log. He was not fond of argument, only of right.

Mr. Lewis: You will get justice in this Court.

In reply to Mr. Beavis, witness stated that he had asked the owners at Hong Kong to relieve him of his duties on the *Jason*.

V. C. Mitchell, a steward, stated that he heard a conversation between the Captain and the defendant. The Captain asked defendant what the row was about. The next thing he heard was the defendant asking the Captain if he was responsible while the pilot was on the bridge.

(Continued at foot of next column.)

"WHAT'S THE USE OF LIFE
WITHOUT MONEY?"AN OLD CHINESE AND HIS
TEN-CENT PIECES.

At unkempt old Chinese appeared at the Magistracy, yesterday morning, on a charge of having attempted to export silver ten-cent pieces to the value of \$75.

The defendant was arrested on the Praya by a detective, who was of the opinion that the large sum of money he was carrying in a bundle was not in keeping with his appearance.

The old man said he came from the country some time ago with vegetables which he sold in Hongkong for the money he had in his possession.

All in ten-cent pieces asked Mr. N. I. Smith.

"All in ten-cent pieces," replied the defendant. He was waiting for a man from the country who was going to change his ten-cent pieces for Chinese coins of the same value. The Hongkong coins were no good to him, for if he took them to his country (Taiping) he would only get 9 cents for each of his ten-cent pieces. His friend in the country had promised to turn up in a day or two and change the coins. He knew nothing of Hongkong's laws, and he did not want to take the silver coins out of the Colony.

Mr. Smith did not believe the story. He said he would not fine defendant, but would confiscate the money.

"Confiscate the money," yelled the old man. "It is all my capital. If you confiscate my money I will commit suicide. There is no use in living without money."

Inspector Brazil pointed out that the defendant looked a countryman all right. It would be sufficient, he thought, if the man was fined.

Mr. Smith cancelled the confiscation order, and fined defendant \$20.

"That's even worse," muttered the old man as he left the Court. "That's even worse."

"NECESSITY KNOWS NO LAW."

A Chinese lad was charged at the Magistracy, yesterday, with the larceny of two handbags.

"I had a reason for doing it," said the defendant. "I am a newspaper-seller, and I used to live with a friend and his wife in Des Vaux Road Central. They gave me a cubicle, a blanket, a bed, and everything else I wanted, and I was like their blood-brother. But when hard times came, my friends could not provide for me, and rice went up so much in price that they could not feed me. That's why I took the two bags and ran away."

The Police explained that the friend of the defendant had another visitor about a month ago. That visitor brought two handbags with him, and it was these which the defendant stole. One of the occupants of the house saw the defendant walking away with the two bags, but thought nothing of it because the defendant was well-known in the house. Not till afterwards was it discovered that the bags had been stolen. The defendant disappeared and was not seen for a month. On Sunday evening the man who noticed defendant carrying away the bags saw him in the street and had him arrested.

Mr. N. L. Smith, informing the defendant that his reason for stealing was no excuse, sentenced him to six weeks' imprisonment.

JAPANESE APPLICATION REFUSED BY THE LICENSING BOARD.

A meeting of the Licensing Board was held in the Council Chamber yesterday afternoon, the Hon. Mr. A. G. M. Fletcher, O.B.E. presiding. Those present were the Hon. Mr. C. G. McAlister, O.B.E., the Hon. Mr. C. G. Alabaster, O.B.E., Mr. A. Shelton Hooper, Mr. W. MacKenzie, and Mr. G. A. Woodcock (secretary).

The meeting considered the application of a Japanese for a "restaurant adjunct licence" in Spring Garden Lane. The applicant stated that he had a restaurant at Spring Garden Lane for five months. He was previously a barber in Shanghai.

The Board were of the opinion that there were sufficient Japanese restaurants in that locality and the application was refused. The applicant was advised to apply again in November.

The Captain replied: "Yes, we are both responsible." The Captain promised to speak to the quartermaster.

Mr. Beavis stated that rather undue prominence had been given to the incident of August 21st, and from that the subsequent relation of the Captain and the defendant could be understood. There was a considerable amount of discrepancy in the evidence, due, no doubt, to the time which had elapsed between the two incidents. The defendant had not refused to do his duty, but had declined to take responsibility for the action of the quartermaster at the wheel.

Mr. Lewis stated that even the Captain could not countermand the orders of a pilot when that person was in charge. He might do so in an emergency, but he would then be assuming a grave responsibility. Defendant had no right to dictate to the Captain as to what steps should be taken. That sort of thing was destructive of discipline, and a rotten state of affairs would result. It was a very serious breach of discipline.

The Court found the defendant guilty and ordered the suspension of his certificate for six months.

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PETIT POIS "Del Monte" Brand 35c. per tin. ASPARAGUS "ROYAL TASTE" 30 spears in tin 60c. per tin. CAMBRIDGE SAUSAGES AUSTRALIAN 50c. per 1 lb. tin.

SOFT HERRING ROES in large tins 81 per tin. KIPPERED HERRINGS Finest Scotch 70c. per 1 lb. tin. ESCALOTS LAZENBY'S in Brown Vinegar 70c. per pint bottle.

GERBOS SALT for table use 35c. per 1 lb. tin. BAKER'S CHOCOLATE unsweetened for cooking 80c. per 1 lb. pkt. WHITEBAIT NEW ZEALAND 81 per 1 lb. tin.

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POPULAR VELOURSIN ALL THE
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NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

THE ATTENTION of Members is drawn to the necessity of giving Notice to Fawling in advance as to Meals required there.

Notice should be given at Fawling not later than the day before and Members failing to do so may not in future be served.

Hongkong, September 22nd, 1919. [1287]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above SOCIETY will be held in the City Hall, on TUESDAY, SEPTEMBER 30th, 1919, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers for the ensuing year, etc.

P. TOD,
Hon. Secretary.
Hongkong, September 22nd, 1919. [1288]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Concerned,
will sell by Public Auction TO-DAY (TUESDAY), September 23rd, 1919, at 2.15 P.M., at his Sales Room,
15 cases QIN SENG.

Terms—Cash on Delivery
Hongkong, September 23rd, 1919.

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will sell by Public Auction TO-DAY (TUESDAY), September 23rd, 1919, at 2.15 P.M., at his Sales Room,
A QUANTITY OF
MISCELLANEOUS GOODS & EFFECTS.

Also
70 cases Laundry Bar Soap, 30 cases Crab Brand Soap, 140 cakes per box, 35 cases Shob Projector Nails, 10 cases Rose's 1/2-weighted Lime Juice, 5 cases Bony Martin Brandy, 10 cases Five Years Old Red Port, 10 cases Tuckey's Liqueur Whisky, 2 cases Chemical Toilet.

Terms—Cash on delivery.
Hongkong, September 19th, 1919. 248

NOTICE OF REMOVAL.

WE HAVE THIS DAY REMOVED to No. 2, Q. ZEN'S ROAD CENTRAL, top floor.
SILVA-NETO & CO.
Hongkong, September 22nd, 1919. [1278]

NOTICE.

MR. MAK TAI WA of Wireless Station, Eastern Parade Ground, Canton, would like to communicate with Major Cross and would be obliged if Major Cross would kindly write him at the above address.
Hongkong, September 18th, 1919. [1268]

LOST, STOLEN OR STRAYED.

A Black and Tan DOG answering to the name of "DARKE". License No. 3 on collar.
Finder will be rewarded if returned to H. F. CAMPBELL,
c/o SHAWAN TOMES & Co. [1279]

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Care of "Daily Press" Office. [1267]

SS. "WAR PUFFIN."

THE Undersigned invite Tenders, in writing, for the purchase of this vessel which is ashore at Longstone Reef, near the mouth of the Moulmein River—Amberst—Burma. The vessel is in a favourable position for ship bracking operations. A copy of the Surveyor's report can be seen at the office of, and full particulars and terms obtained from, GILMAN & CO., LTD.
Lloyd's Agents. [1263]

INTIMATIONS

G. R.

SALE BY TENDER, OF H.M.S. "VIRAGO."

TENDERS are invited for the purchase of the above-named Torpedo Boat Destroyer with Engines and Boilers and various auxiliary machinery on board. The vessel is to be sold for breaking up only.

Particulars of the ship, conditions of sale, forms of tender and permits to inspect the ship, may be obtained on application to the undersigned. A deposit is required before forms of tender can be issued.

The vessel will be on view in the Naval Camber, Hongkong, between the hours of 10 A.M. and 4 P.M. from September 23rd to October 2nd, inclusive, and Tenders must reach the Commodore's Office not later than 12 Noon on MONDAY, October 8th.

G. L. PLATT,
Naval Store Officer.
Hongkong, September 20th, 1919. [1283]

G. R.

NOTICE.

KOWLOON WATER WORKS.

OWING to alterations to the Water Mains IT IS HEREBY NOTIFIED that the Water Supply to the whole of Kowloon will be SHUT OFF from 12 o'clock (Midnight) on TUESDAY, SEPTEMBER 23rd, until 4 A.M. the following morning.

W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, September 19th, 1919. [1272]

G. R.

NOTICE.

TAIPO ROAD.

OWING to alterations to the Water Mains IT IS HEREBY NOTIFIED that on TUESDAY, SEPTEMBER 23rd, from 8 P.M. to 6 A.M. the following morning, the TAIPO ROAD will be CLOSED to all except pedestrian traffic at a Point South of the Old Boundary Line.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, September 19th, 1919. [1273]

G. R.

NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASS-PORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22nd, 1919. [40]

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Our Representative WILL BE IN HONG KONG about October 3rd.
Letters addressed "H. E. H. Eastern" c/o the Office of this paper will reach him. [1223]

TO LET.

HALF SPACE of STORE, may be used as Office at moderate rent. For terms etc. Apply—
26, Lee House St. [1271]

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N. O. 46, "STOWFORD, No. 2," Bonham Road, in excellent condition. "AB" Address—
Care of "Daily Press" Office. [1269]

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N. O. 67 MOUNTAIN VIEW, No. 31, Peak Road, 6 ROOMS, Rent \$125. Immediate possession. Apply—
LINSTEAD & DAVIS. [1260]

INTIMATIONS

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED, will be held at the Hongkong Hotel on the 24th day of September, 1919, at Noon, for the purpose of considering and, if thought fit, approving the draft New Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Office of the General Managers in Alexander Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles, with or without modification the unjoined extraordinary resolution will be proposed.

That the New Articles already approved "by this meeting and for the purpose of modification subscribed by the Chairman, should be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting, which will be subsequently convened.

Dated the 8th day of September, 1919, Hongkong.

By Order of the Board,
G. RAPP,
Secretary. [1247]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office at Noon on SATURDAY, SEPTEMBER 27th, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from September 19th to 27th, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, September 11th, 1919. [1238]

THE HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office at Noon on TUESDAY, SEPTEMBER 30th, 1919, at 11.30 A.M., for the purpose of presenting the Report of the General Managers, and Statement of Accounts to 31st May, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from September 23rd to September 30th, 1919, both days inclusive.

GOWIN & CO.,
General Managers.
Hongkong, September 18th, 1919. [1256]

THE DAIRY FARM ICE AND COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 30th, 1919, at 12.30 o'clock in the afternoon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1919.

THE TRANSFER BOOKS of the Company will be CLOSED from October 1st to 11th, 1919, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, September 22nd, 1919. [1252]

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

NOTICE IS HEREBY GIVEN to SHAREHOLDERS of the above-named Company that the TRANSFER BOOKS will be CLOSED from TUESDAY, SEPTEMBER 23rd, 1919, until TUESDAY, SEPTEMBER 30th, 1919, both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, September 18th, 1919. [1262]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from October 1st to 6th, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 7th October, 1919.

By Order of the Board,
R. M. DYER,
Chief Manager.
Hongkong, September 22nd, 1919. [1281]

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FOR SALE.

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Apply—
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No. 8, Des Vaux Road Central. [1252]

INTIMATION



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REPELLER

A few drops sprinkled on the hands, feet,

nape of neck or about the room give

absolute protection against

MOSQUITOES,

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HONGKONG DISPENSARY,

TEL. 16

The Daily Press.

HONGKONG, SEPTEMBER 23RD 1919.

THE WATT CENTENARY.

EXACTLY one hundred years have elapsed since the close of JAMES WATT's career, and the commemoration held in Birmingham this month was only a fitting tribute to the memory of a great man. As the years pass by the genius of WATT becomes recognised more and more. The man who made the steam-engine a practical factor in commerce, did more to cheapen production, raise the "standard" of living, and fling out the message of freedom to all the nations of the earth than any other individual in history. The story of his life is now better known than it was thirty years ago, but there are still many of the English-speaking race who are almost ignorant of it. Born in Greenock, WATT spent most of his life in Birmingham, and died there at the age of eighty-three. Like other strenuous workers, he showed clearly that great mental activity does not shorten a man's days. At the age of eighteen he went to Glasgow to learn the trade of mathematical instrument making, and a year later he left for London. The metropolis evidently did not prove attractive, for twelve months afterwards he returned to Scotland. For seven years he worked in a humble capacity as an instrument-maker in the University of Glasgow. The turning point of his life came at the age of twenty-eight when he was shown the model of a steam-engine. At that time, it is true, the expansive force of steam was understood by a few scientific men, but nobody had attempted to make engines on a commercial scale for pumping or purposes of locomotion. At the end of a year of study WATT put forward his first great idea, that of the separate condenser. Two years later he visited Bir-

mingham and went on to London to the Patent office to register his claims. In 1788 he stayed for two weeks with Matthew Boulton, who was such a true friend and helper, but it was not until 1774 that the two entered into partnership. Thus WATT was nearly forty years of age before practical steps were taken largely through the courage of Boulton to manufacture the steam-engine. It was in 1776 that the engine was demonstrated to be completely successful. For the next forty-three years WATT continued to use his great faculties in scientific endeavour. It would be easy to give a list of the remarkable results that flowed from his genius, but it would be difficult for the non-technical reader to appreciate what the words really meant in those early days. Although WATT's name is immortal because of the steam-engine, it must not be supposed that it was only to steam that he devoted his attention. He invented many things, including a copying machine. When he died, his room was left just as it was, and there could be seen the beginnings of the translation of many ideas into matter.

It has been said that "invention breeds invention." So recent are our best aids in the struggle against Nature that we can still remember the days when they did not exist. One of the most dramatic events in the history of mankind took place only a few weeks ago when two young Britons flew across the Atlantic. Those who wish to quibble may say that the reproduction of speech by means of the telephone is even more wonderful than mechanical flight, or that diving into the depths of the ocean in a submarine is the greatest triumph of mankind over the forces of Nature. It is of small consequence which of these many wonders we choose. The vital fact is that, without the remarkable work of JAMES WATT none of them could have been used by this generation, even if they had been used at all. The aeroplane of to-day is an evolution from WATT's steam-engine. No sooner did WATT construct his steam-engine for pumping water out of the mines than FULTON explained that it could be made to propel ships, and STEPHENSON demonstrated that it would be useful for land locomotion. Then FARADAY found that it was the source of power which was essential for his dynamo, and industry used it to drive a million wheels in the great machine which, to-day, produces our clothes and other requirements. And now in this generation we have seen the amazing development of the petrol-engine, which drives motor-cars, aeroplanes, numberless agricultural tractors and myriads of motor-boats. Whenever we see any of these wonders we may surely spare a thought for that patient, gentle and remarkable man who laid the very foundation of our Nineteenth Century progress. Unambitious, he refused all State recognition, being content with the knowledge that he was working for humanity.

The annual general meeting of St. Andrew's Society will be held on September 30th.

The rewards offered for information in the Weiss case at Shanghai have been increased from \$1,000 to \$3,000.

Members of the Golf Club are warned that unless they order meals at Fanling in advance they may in future go hungry.

Four cases (three deaths) of gastro-enteritis and one case (one death) of cholera were reported in the Colony on Saturday.

Mr. Leighton Hope, Vice-Consul of the United States, left yesterday on the *Fushimi Maru* for the United States on leave of absence. He will return to Hongkong, probably in March next.

Two French aviators flew from Tokorozawa to Hamamatsu early on the morning of September 5th, passing over Mount Fuji at an altitude of 4,500 metres. The distance was covered in an hour.

In response to the general desire, the St. Joseph's College football team have decided to join the First Division of the Football League for the coming season. They are also entering a team in the Second Division.

The American Consul-General has received instructions enabling him to waive the visa of passports of non-Americans travelling through the Panama Canal zone and not touching at any other port or place in the United States when such traveller would otherwise be permitted to make the trip.

The Shanghai British 303 rifle championship has been won, for the second time, by Mr. A. M. Collaco with a score of 317. He led in all three stages, which constitutes a record since the competition was inaugurated in 1913. R. L. Ito came next with a total of 303.

Messrs. Lowe, Bingham & Matthews, Colonial Register for the Gula Kulumpong Rubber Estates, Ltd., have received information that the Company has declared an interim dividend of eighteen pence, less Income-tax at the rate of 6s. in the pound, payable on October 17th.

An impressive ceremony was solemnized at Kennedy Town beach on Saturday last at 5.30 p.m., when six recently converted Christians from Gospel Hall were baptised in the Apostolic way. After the singing of a hymn and prayer, a short address was delivered to show forth from the Scriptures the significance of baptism. The candidates were then led one by one into the water, and, on their confession of faith, were duly baptised. The happy company then proceeded to Gospel Hall, where a prayer meeting was conducted.

FORTHCOMING WEDDINGS.

Mr. R. M. Austin, of Messrs. Jardine, Matheson & Co., Hongkong, and Miss Margaret Grant Gordon. The ceremony will take place at St. John's Cathedral.

Mr. W. B. Hind, solicitor, of Messrs. G. K. Hall Brutton & Co., and Mrs. Millicent Catharine Peel-Miller, who is staying at the King Edward Hotel.

Mr. Robert Gony, foreman of the Tai-koo Dockyard, and Miss Sigrid Linde.

Mr. P. R. Glendinning, Chief Inspector of the Hongkong Tramway Co., and Miss Elsie Susan Hillier, who is on her way to the Colony from Australia on the *s.s. St. Athina*.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS"]

KUNG SUM-CHAM RESIGNS.

SHANGHAI, September 22nd.
The Military Governors of Chihli and Fengtien have sent a joint telegram to the Peking Government complaining that Kung Sum-cham, the Finance Minister and Acting Premier, has not dealt with the finance wisely. When heard of this telegram, he sent in his resignation at once.

INTERNAL PEACE.

Wong Yap-tong, the Chief Northern delegate, arrived in Shanghai on September 18th, but no meeting has yet been held.

[THROUGH REUTER'S AGENCY.]

RAILWAY DEVELOPMENT IN CHINA.

The Board of Trade Journal says from the investor's point of view, the prospects of railway development in China are promising. Even the proposals, which in themselves are unattractive, will be in a much stronger position when they form part of a comprehensive railway system. It may be expected that 50,000, even 100,000, miles of railway will be built in China in the next quarter-of-a-century, linking up all the principal ports.

MACAO ITEMS.

MISAPPROPRIATION OF \$40,000.

Four Portuguese and two Chinese have been arrested at Macao on a charge of misappropriating \$40,000 belonging to the Dredging Department of the Macao Public Works. Their trial takes place in November, when the new Judge, who is expected from Lisbon, arrives.

THE MACAO BANK CHEATED.

Several Portuguese and Chinese are accused of cheating the Macao Bank of \$40,000 by drawing a false cheque. Feeling has been stirred in connection with this case by the action of the Manager of the Bank in dismissing two of his clerks for visiting one of the Portuguese in the gaol. The dismissed clerks are suing for damages for wrongful dismissal.

A HORRIBLE MURDER.

A Chinese gambler of Macao, sponging on a hard-working wife, is said to have proposed to her that she should lead an immoral life so as to furnish him with more cash. Naturally she refused at him and told him pointedly and repeatedly what he was. Angered, he killed her with a bitter of wood. He is then alleged to have poured kerosene oil on the unconscious woman and burned her to death.

CABLES.

LITENT CABLES.

[THROUGH RUTHER'S AGENCY.]

THE ALLIES AND RUSSIA.
MORE INTERESTING REVELATIONS.

LONDON, September 19th.

Most of the newspapers continue to emphasise the need to clear up the Russian situation, in which connection the recent official and semi-official announcements from London, Paris and Washington, are confusing.

The *Daily News* correspondent at Washington sends a digest of Mr. Bullitt's evidence. Mr. Bullitt declared that Mr. Lloyd George, addressing the Council of Ten in January, 1918, declared the idea of militarily crushing Bolshevism as madness. He admitted that Admiral Kolchak was collecting the old *regime* about him, and declared that military action against the Bolsheviks would be followed by a Soviet in London.

Mr. Lloyd George won the Council over to the idea, but French opposed, and notified certain anti-Bolshevik Governments that she would support them in their refusal.

Mr. Bullitt was then sent on a Russian Mission in his American official capacity. Mr. Lloyd George offered and sent Mr. Bullitt to Russia in a cruiser.

Mr. Bullitt telegraphed M. Lenin's peace proposals from Helsinki, and on returning to Paris, breakfasted with Mr. Lloyd George, General Smuts, Sir Maurice Hankey, and Sir Philip Kerr, where Mr. Bullitt handed the official text of the proposal to Mr. Lloyd George, who drew General Smuts' attention to its importance. Mr. Bullitt says that the same afternoon he saw Mr. Balfour, and was afterwards informed that he (Mr. Balfour) thoroughly favoured the proposal.

A week later, says Mr. Bullitt, Mr. Lloyd George gave Parliament and the British public to understand that he knew nothing whatever about the matter.

THE WAR ON BOLSHIEVISM.
GENERAL DENIKIN'S SUCCESSES.

LONDON, September 19th.

The War Office announces that General Denikin has inflicted a further heavy blow on the enemy in the neighbourhood of Tauris, where they recaptured Suloonki, taking 650 prisoners and capturing a quantity of war material.

The Don troops have thrown back the Bolsheviks who had crossed the river, taking 650 prisoners and three guns.

The loop of the Khoper River has been entirely cleared of Bolsheviks. The prisoners here numbered 2,000. Four guns were captured. The 25th Soviet Regiment has ceased to exist.

General Denikin's advance east of Kharkov steadily continues in spite of opposition. A thousand prisoners have been taken.

The Bolsheviks recaptured Nizozets, 40 miles north-east of Kiev.

A SUCCESSFUL ALLIED ATTACK.

LONDON, September 19th.

The War Office announces that a successful operation by British, Serbian and Russian has resulted in the capture of Ragona and Lijnd, 23 miles south of Kapiolga. The prisoners taken number 512, while two field guns and several machine-guns were also captured. Our casualties were eight wounded.

BOLSHIEVIST VESSELS ATTACKED.

Bolshevik vessels which sailed north-east from Petrozovsk to intercept one of our columns which is being landed on the west shore of Lake Onega were attacked by our aircraft with machine-guns and bombs, and forced to return to harbour in confusion.

THE SILVER MARKET.

MESSRS. MONTAGU'S REPORT.

LONDON, September 19th.

Messrs. Montagu & Co.'s report states that, owing to the fair demand from the Continent and the smallness of offers from America, the market has shown a firmer tendency.

The raising of the price of telegraphic transfers on India to 2s. per rupee has resulted in a steady rise of prices, with a narrowing margin between cash and forward quotations.

The silver market is steady.

Silver is quoted at 82d. spot and 81d. forward. The market is steady.

EARLIER CABLES.

LORD FRENCH'S BOOK.

NEW PREFACE TO SECOND EDITION.

LONDON, September 19th.

Lord French, in the new preface to the second edition of his book "1914" published a letter from Mr. Asquith, dated May, 1916, in which Mr. Asquith says that he notes Lord French and the 4.7 gun practically useless, and wants a substantially higher percentage of high explosive. "I won't forget this," says Mr. Asquith.

It was in reply to this letter that Lord French wrote to Mr. Asquith acknowledging his unflinching sympathy and encouragement.

RAILWAYS IN INDIA.

ORDERS FOR LOCOMOTIVES FROM ENGLAND.

LONDON, September 19th.

The newspaper *Modern Transport* states that the Indian State Railways have ordered 178 locomotives from England; the Bengal-Nagpur Railway has ordered 35; the Bombay-Baroda, 25; the Madras South Mahratta and Burma Railways, 17 each; the Assam-Bengal, 12; the Eastern Bengal State and the South Indian, 10 each; the Nizam's State, 9; and the Great Indian Peninsula Railway, 104.

FIGHTING IN SOUTH ARABIA.

BRITISH MISSION CAPTURED.

LONDON, September 19th.

The British Mission to the Imam of Yemen were captured by the Sheikh of Bajil and despoiled, but they were not harmed. Their release is probable.

There is no further news of fighting in Hadrama, but the reinforcements must have arrived and should have made everything secure.

MAHARAJA OF NEPAL.

A PRESENT TO INDIAN SOLDIERS IN ENGLAND.

LONDON, September 19th.

An agent of the Maharaja of Nepal visited the Indian Camp at Hampton Court on September 17th, and gave a message from the Maharaja to the Gurkhas, and a present from the Maharaja to every officer and man.

PASSAGES TO THE EAST.

SHORTAGE TO EAST ANOTHER TWO MONTHS.

LONDON, September 19th.

The *Times* states that there are now 15,000 people awaiting passages to the East, mostly business men, and the wives and families of men in the East. Practically the only available accommodation is any which may fall vacant at the last moment. It is believed that the shortage of accommodation for civilians will last another six weeks or two months.

MUDDLE OVER REQUISITIONED BERTHS.

LONDON, September 19th.

The India Office denies that requisitioned berths in steamers were not filled. The stories of wasted berths are said to have originated in a recent muddle, when 20 requisitioned berths were not occupied. The India Office were not responsible, in that instance.

A BETTER RATE FOR THE FRANC.

PARIS, September 18th.

A Havas message says:—There is a better rate for the French franc.

After a sensational rise in the exchange value of the £1 sterling a decline began, the official quotation now being 37 francs, 89 centimes.

THE SYRIAN QUESTION.

FRENCH OPINION REASSURED.

PARIS, September 18th.

A Havas message says:—French opinion on the Syrian question has been largely reassured by the publication of the summary showing the position adopted by the British Government towards the claims of King Hussein, of the Hedjaz, intimating that no claims on his part could conflict with the friendship between France and Great Britain.

THE EIGHT-HOUR DAY.

FRENCH LABOUR'S ANXIETY.

PARIS, September 18th.

A Havas message says:—In the course of the debate on the Peace Treaty, a Socialist member said there was great anxiety in French Labour circles because it was said that France was the only country observing the principle of an eight-hour day. Concerning the eight-hour day in Germany, there were so many exceptions that it was a delusion from the French point of view.

THE PEACE CONFERENCE.

MAY MOVE TO LONDON IN THE NEAR FUTURE.

PARIS, September 18th.

A Havas message says:—It seems possible that the Peace Conference will hold its sittings in London. The British delegates have been urging this change for some time.

Only when the fate of the Turkish Empire is specially interesting to Great Britain will it be discussed.

THE CHAMBER OF DEPUTIES.

CANDIDATES TO PAY THEIR ELECTION EXPENSES.

PARIS, September 18th.

Prospective candidates for the Chamber of Deputies in the new elections will have to pay their election expenses. The Chamber's Committee on Universal Suffrage, taking into account the hostility to the project, has decided to report in favour of a new Bill placing all election charges on the shoulders of candidates.

HONGKONG UNIVERSITY AND ITS NEEDS.

ONE AND A HALF MILLION DOLLARS REQUIRED.

GOVERNMENT PROMISES QUARTER OF A MILLION.

A well-attended meeting was held at Government House, yesterday evening, to set forth the needs of the Hongkong University and seek the assistance of the public to meet them. H.E. the Officer Administering the Government presided, and was supported by Dr. G. P. Jordan (the Pro-Vice-Chancellor of the University) and the Hon. Mr. Lau Chai-pak.

Others present were: Major-General Ventris, C.B.E.; the Hon. Mr. A. G. M. Fletcher, C.B.E.; and Mrs. Fletcher, Mr. Justice Melbourn, Sir Ellis Kadoorie, Sir Robert and Lady Ho Tung, the Hon. Mr. C. McI. Messer, O.B.E., the Hon. Mr. E. D. C. Wolf, the Hon. Mr. C. G. Alabaster, O.B.E., the Hon. Mr. E. V. D. Parr, the Hon. Mr. E. R. Hallifax, the Hon. Mr. Ho Fook, Mr. W. Ross Thomson, Dr. C. W. McKenny, Archdeacon Barnett and Mrs. Barnett, the Rev. T. W. Peck, the Rev. E. W. L. Martin, the Rev. W. T. Featherstone, the Rev. A. D. Stewart, the Rev. W. H. Hewitt, the Rev. G. T. Waldegrave, the Rev. Bro. Aimer, Professors H. G. Earle, A. G. Warren, K. H. Digby and J. D. Wright, Messrs. D. G. M. Bernard, E. Ralphs, B. Tanner, F. A. Redmond, T. S. Forrest, Ho Kom Tong, S. W. Tso, Ho Kwong, Chiu Yui-tin, Chan Sui-ki, Chan Kang-yu, Wang Wei and Li Lung.

HIS EXCELLENCY'S SPEECH.

His Excellency said: Your Excellency ladies and gentlemen, I have asked you to come here to-day in order that I may endeavour to explain, as shortly as possible, the present position of the University of Hongkong, and give some indication of the financial assistance that will be required immediately and in the near future in order that the University may be thoroughly well equipped for carrying on its work. It is now seven years since the University actually started, and much has been done since then by considerable expenditure of the capital of the University—the capital sum given at the start—and with the help of generous donations from several gentlemen who are here to-day and from Chinese gentlemen in the Straits Settlements, Canton, and elsewhere. With these donations we have been able to provide some of the buildings that were lacking when the University opened; but much still remains to be done. The staff of "professors and lecturers has not been large enough to allow of the professors giving that time to study which it is essential they should give, and for the individual attention that is necessary in the case of many students. One of the main reasons for the high position the University already holds is that it had as its first Vice-Chancellor a man of such brilliant attainments and world-wide reputation as Sir Charles Eliot. I feel sure that while we all desire to congratulate him on the high appointment that he has received, we all feel what a very severe loss the University has suffered by his having to leave it. It was no mean achievement on his part to embark on the work of the University in 1912 with a very small staff and with wholly inadequate equipment, buildings, materials, books and apparatus of all sorts. During vacations in the summer Sir Charles Eliot was able to do much useful work for the University, while acquiring for himself, by patient study, a knowledge of classical Chinese. That our degrees are recognised throughout China is one of the results of his work. I will now read to you a letter I have received from Sir Charles Eliot on the subject of the work already done and the future needs of the University. It reads as follows:—

"I have been so closely connected with the University since it was first opened that it would be better for others to testify—as I hope they will—to the value and importance of that institution, both for the Chinese nation and for British interests in the Far East; but my friends may reasonably ask why we require so much money, and it may, perhaps, be well for me to say a few words on this subject. The proportion borne by the fees to the total revenue is remarkably high—higher, I believe, than in any modern English University. This is very gratifying so far as it shows that the University is making money, but it is also an indication that the endowment is relatively small. When I arrived in Hongkong in

1912 I felt that it would be a pity and cowardly not to open the University at once, but still such an immediate opening was financially very bold and almost imprudent. We had not the necessary buildings for a University. Manifest as were the donations of Sir H. Mody and others, they made very inadequate provision for the residences of the staff, and none at all for the residences of the students. There were no suitable buildings for a students' common-room or for teaching any branch of medicine except anatomy. These deficiencies were made good partly out of the capital of the University and partly by the generosity of private donors. Further, the University has to purchase out of its capital land at 'Haldon,' which cuts into our grounds and might prove a serious impediment if left in the hands of other owners. Again, experience shows that a considerable increase of the staff is necessary. Chinese students have not only to learn subjects which are new to them but to learn in a foreign language. They consequently require much more individual attention than the corresponding class of students in England, and they are accustomed to receive it in most of the schools and colleges opened by Europeans in China. It is imperative that the University should provide for its pupils more tutors (as distinguished from professors and lecturers) and greater facilities for social life."

I will now deal—proceeded His Excellency—with the needs of the University as shortly as possible, and I propose to class them under the general heads of Buildings, Staff and Equipment, and to state, first of all, the immediate requirements and then those things which are desirable but which we can wait for until the immediate requirements are satisfied. I have had the opportunity of studying various minutes written by the Pro-Vice-Chancellor, by the Deans of the Faculties of Engineering, Medicine and Arts, and by others. I have also drawn my own conclusions from personal observations, and if the result is not considered satisfactory I shall welcome any suggestions from subsequent speakers.

IMMEDIATE REQUIREMENTS.

As regards buildings it is quite clear the time has come when we should have proper administrative offices, a library and a Senate room. These have all been housed in the main building in rooms intended as ante-rooms to the main hall and for teaching purposes. It has been suggested that the building for this purpose might be erected on the large open space which was made when the University was built, above and behind the University building. It has not been used for anything in particular during the years that have elapsed, except for football and sometimes for lawn tennis. I do not think it is used for tennis now. I do not agree with that proposal for two reasons: I consider that that part of the ground should be reserved for recreation. It is more or less on the level of the hotels—not very much below them—and it is a very good thing if it can be kept open and improved and made fit for tennis; and, secondly, I am of the opinion that the administrative offices, library, and Senate room, should be on the same level as the main building and connected with it by a covered way. There is an excellent site which, I think, would be large enough for this building and of which I put the cost at \$150,000.

ADDITIONAL STAFF QUARTERS.

You will hear presently the large additions which have been made to the staff, and although we have acquired the property known as "Haldon," which includes a large house and a small house, it is obvious that for married members of the staff we shall have to erect suitable houses for some of which there may be space on the "Haldon" site. For immediate requirements I put the cost of buildings for the staff at \$120,000.

Then a new hostel is required. The present hostels—there are three, the University, St. John's and the Morrison Hall—have accommodation for about 267 students. We aim at having 300, and we shall prepare for that or rather more. At any rate it would be wise to make provision for at least another 50, which is about the same number as can be accommodated in the two large hostels. The cost of that building would probably be \$120,000.

To complete the new Union Building, which is now being erected in front of the main building, to furnish it, and to pay off the sum of \$17,000 which had to be lent from the General Fund, and to equip and furnish this new Union Building, about \$30,000 is required.

Experience has shown that a University press is required. It can be done on a comparatively small scale, but whatever machinery is got for it should be of the best kind. For the present it could possibly be established in a building near the electrical station, and with its equipment the building would probably cost about \$30,000. This press, it is hoped, will be of great use in educating students in Journalism as part of an academic course.

Then I come to the staff. We have already taken action, I may say, with regard to the extra staff required for all Faculties because we could not wait. We had to shoot considerably beyond our means because it takes a long time to get out any part of the staff from England, and the whole work of the University for this session would have been directly paralysed if we had not done so.

The Faculty of Engineering.

The following posts are essential to place the Faculty in the same position as in September, 1914:—A professor of physics, a lecturer in civil engineering, a lecturer in mechanical engineering, and an instructor in drawing. Appointments to these posts are being made.

Faculty of Medicine.

The following posts are essential and appointments are being made for a professor of pathology, a professor of chemistry, a professor of tropical medicine to organise a department for post-graduate teaching and research work, and a lecturer on biology. The lecturer on biology is for both the Arts and the Medical Faculties.

Faculty of Arts.

The following appointments have been made:—a professor of education to replace a lecturer, a lecturer in political economy, a lecturer in English, a tutor in English and a lecturer in history. There are also in contemplation the creation of the posts of a lecturer in political science and constitutional history, a lecturer in education, and a lecturer in zoology. It is especially necessary in this Faculty to provide for the needs of students from North China by strengthening the department in the training of teachers. It is expected that the number of students from North China, Siam, and Japan will tend to increase. Professor Wright has written an interesting memorandum on this department, but time will not permit me to go into the matter in any detail.

In each Faculty certain expenditure will have to be incurred for equipment, and until the buildings referred to are available there will be a certain amount of congestion in the main building. I might say that some of the rooms in the main building, which up to now have been used by the Engineering Faculty, were never intended for that purpose and are quite unsuitable.

The essential increase of the staff and higher salaries necessitated by the increased cost of living involve an expenditure on the University of about \$50,000 a year more than at present. Part of this will, I hope, be made up in extra fees, and part by another source, but, as far as I can see, there will be a sum of about \$30,000 a year required, which means the investment of a capital sum of \$1,000,000. The buildings which I have referred to will cost about \$450,000 and equipment for the Faculty of Arts and new laboratories about \$20,000.

Now I come to another necessity—that is that the ground devoted to recreation should be improved and enlarged. The number of students will probably increase, and one of the main features of University life is the social side, both in out-door recreation and in the common-room. Dr. Jordan will, I think, address you on this aspect because he has been going into the matter very recently. I should estimate that a sum of about \$10,000 is required to make a large ground in the University suitable for such games as lawn tennis and to erect a small pavilion. A sum of at least \$20,000 will be required to put the ground in Pokfulam in order and to make an extension for tennis.

It will, therefore, be seen that the immediate needs of the University require the sum of a million and a half dollars. Towards that sum the Government will contribute a quarter-of-a-million. That sum of money is to be taken out of part of the money realised by the local ship-ping requisition scheme, and it is that part which came so far as we can ascertain from shipping owned by Chinese. It is proposed to devote that sum to the cause of education, and the Secretary of State for the Colonies has approved of appropriating \$250,000 to the University. This sum invested at 6 per cent. will produce \$15,000 a year, in addition to any help the Colony may be prepared to give out of the general public funds.

I now come to future requirements. There are already indications that the pre-matriculation work will grow in importance. It is practically impossible to insist that all students who come from distant places should be up to the University standard in English, and it is work that requires sympathy and patience. It is quite impossible for the University staff to undertake it. After paying a tribute to the gratuitous work of Mr. Ponsonby-Fane, who devoted 25 hours a week to the University, besides spending much time in preparing lectures and correcting papers, His Excellency proceeded: We cannot prevent students from coming here from remote places, but we can take measures to ensure that before they attempt to matriculate they should have attained the requisite standard of knowledge, especially in English. To inaugurate such an institution will require considerable capital expenditure, but I am of opinion that for such special training the fees might reasonably be charged sufficient to cover to a great extent the cost of maintenance, including the principal and tutors. The capital expenditure may be put at \$150,000 and the annual charge on the University Funds over and above the fees at \$20,000.

Then there are two great needs to put the state of the University on a more or less permanent footing. They are a passage fund and a super-annuation fund. As regards a passage fund I may say that recently assisted passages to England have been given on the same lines as those granted by the Government to its officers, that is to say the difference between the pre-war and present rates have been paid by the University. But I want to go further and grant free passages at regular intervals to England and back. One of the most formidable difficulties that a married man with a family has to face here is the provision of passages for himself and his family, and it is one of which he should be relieved. It would be sufficient to provide an annual sum for this purpose. The establishment of a super-annuation fund is a more formidable task. I should make it a contributory scheme, on the lines of those already in force in many of the mercantile offices in this Colony. In the event of any member of the staff desiring to leave at the conclusion of his term of agreement the amount standing to his credit on his own contributions—with, perhaps, some addition: I cannot say—should be handed over to him. It is not possible to say now what annual sum would be required for the University's contribution: either five or ten per cent. of the salaries may be taken. It would probably not be less than \$25,000.

Then there are proposals for starting a Faculty of Science and the teaching of mining and metallurgy, the erection of workshops, etc., to which I do not intend to refer to-day, but it will be clear that if permanent provision is to be made for pre-matriculation, a passage fund, a super-annuation fund, and for an additional staff in the Faculty of Science, a further increase of income of at least \$50,000 a year will be necessary, or a capital investment of about \$1,000,000.

Without liberal financial help, therefore, the University cannot carry on and develop its work, as it must, if it is to perform the object for which it was founded. On behalf of the University authorities I ask for that help. I appeal to the generosity of this rich and influential community, and I know that I shall not appeal in vain. But, essential as money is, it is only a part of what we ask for. We ask the community of this Colony to try and realise all that the University stands for here and in China. I listened yesterday to an eloquent utterance by a priest who has recently come from that great country of Canada, and he took as his text the saying of the wise Solomon, "If there is no vision the people perish," and the preacher traced how throughout the ages Empires had risen to might but, owing to the want of a clear vision, as to their real place and purpose in the world and to the growth of a complacent satisfaction with material prosperity, they had all in turn sunk to rise no more. I have had this thought in mind in connection with our University. It is our University, but I would remind the Chinese gentlemen present, and through them the Chinese community in the Colony, that it is in a peculiar degree their University, and that it is their bounden duty to see that it is in a position to do all the great things which we hoped to do when it was founded. Where there is no vision—that is where imagination and enthusiasm are lacking—the people—that is the Empire, the nation.

(Continued on page 4.)

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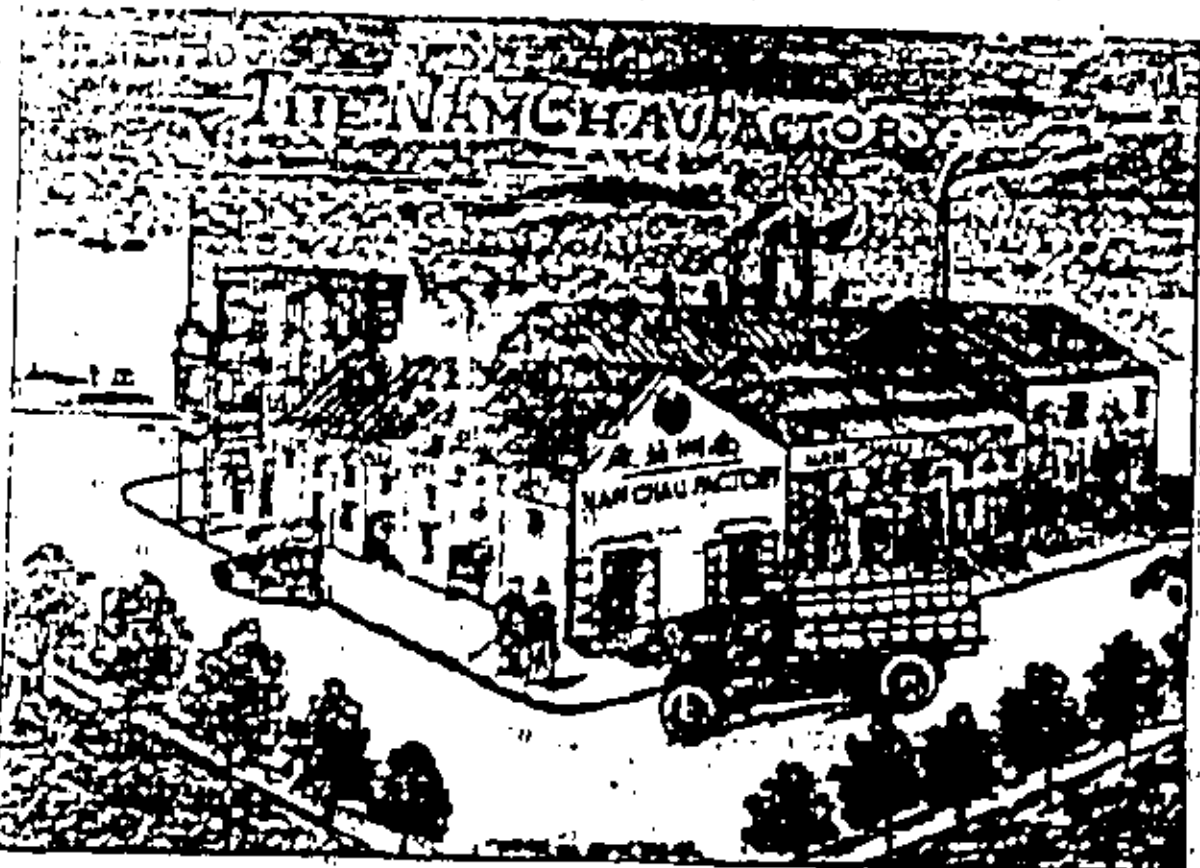
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OUR LONDON LETTER.

THE CHANCELLOR'S "S.O.S." TO THE COUNTRY.

(FROM OUR OWN CORRESPONDENT.)

LONDON, August 14th.

BETTER OUTLOOK IN THE LABOUR WORLD.

One of the leading men in the Labour movement informs me that the Police strike has had a sobering effect on Trade Union opinion in the country. The "lightning strike" upset all the plans of the extremists. It now appears that it was decided on by the casting vote of Mr. Marston, the head of the Police Union. But the strike failed completely, and, what is more, has clearly demonstrated that the authorities can depend upon the police now in any event. This is precisely the very last thing the "wild men" desired. They were able to intimidate the Government so long as the attitude of the police was in doubt. Now this weapon is taken from them.

There are two further facts of importance. One is that public opinion has definitely ranged itself against revolutionary tactics. The danger of Soviet methods as applied to the police is realised. The Police Union is the Soldiers' and Workmen's Committee of Russian Bolshevism under a thin disguise. The mass of the working classes here, whatever their faults and stupidities, have no use for that brand of pacifism as a cure for ailments in the body politic. The other fact is that there has been for some time a struggle for power in the Executive of the Trade Union Congress between the Extremists and Moderates. For that reason the Congress spoke with severely any authority; but within the last few days, I am informed, the whole position has been changed. The tactics of the "wild men" are discredited by the logic of facts, and the Moderates are now making their influence felt.

Short of serious blunders on the part of the Government in dealing with Labour, a most hopeful feeling exists that we have passed through the worst of the troubles which are conventionally, but somewhat inaccurately, labelled "Labour Unrest."

A NEWSPAPER NOTE.

Next session the University of London will inaugurate an educational departure of much interest to journalists. At the suggestion of the Institute of Journalists and the Appointments branch of the Ministry of Labour, there will be courses of Journalism, for which a diploma is to be awarded to successful candidates in an examination covering a wide range of modern subjects. Special consideration is being given to facilitate the admission of officers and men demobilised from the Army.

The work-a-day men of the Press in the Street of Adventure are not enthusiastic about the scheme. A diploma fails to impress them. They hold that wide knowledge of men and affairs is what the newspaper aspirant requires; the World is the University in which he must graduate. The newspaper editor who wants a bright writer does not usually ask whether a candidate for work has a diploma. He prefers Napoleon's test of ability when anyone was recommended to him: "What has he done?" The little Corsican would say: "What kind of 'stuff' can he write?" is the editorial criterion—and, after all, that is what really matters.

UNIFORMS OF THE FIGHTING MEN.

In the Service clubs indignation is expressed at the report which is current that the Brigade of Guards are to be put back into the old scarlet uniform, complete even to the busby. As everyone knows, the Guards' uniform was designed by the Prince Consort, and it was confidently expected that after the war it would be left in the lumber-room as an expensive anachronism. Apart from a sheer waste of national money at a time when economy is preached from the house-tops, the tax on the individual officer who must foot the bill for his own kit is enormous. A Guards officer tells me that the cost to a subaltern is £300. But it seems the ghosts of the pipe-play and brass band warriors of Victorian days still haunt the corridors of the War Office.

Naval uniform is also under official consideration. I hear of a Committee which is to go fully into the matter. But by common consent the dress of the officers and men—especially the former of the Senior Service—is a fine uniform. Its origin, it may be recalled, was rather curious. In the brave days of George the Second a meeting of Admirals was held, and one of the number, Admiral Forbes, was deputed to see the Duke of Bedford, then First Lord of the Admiralty, and recommend that the uniform should be "red and blue, these being the national colours." "No," replied the Duke, "the King has settled it otherwise." He saw my Duchess riding in the Park in a habit of blue faced with white, and he has ordered that as the uniform of the Royal Navy." And it was so!

CHANCELLOR'S CALL FOR ECONOMY.

It must be confessed that the alarming cry of the Chancellor of the Exchequer for greater economy leaves the plain citizen cold. "If we continue spending at the same rate," says Mr. Chamberlain, "it will lead us straight to national bankruptcy; the situation is one of gravity." This warning is intended to prepare the public mind for the supplementary estimates to be issued presently by the Treasury. Although the Budget last Spring provided for £1,434,000,000 for the current financial year, the great war and the nation's affairs are unable to scrape along on this miserable pittance, and something like an additional £175,000,000 is to be called for from the British taxpayer.

With the cost of living in England today 120 to 200 per cent. more than it was in 1914 the vast majority of people are living economically. They stand in no need of admonition. They are economical when the devil drives. Every class feels the pinch of high prices for everything used in the home. Although the working-classes are drawing more wages than before, they are really worse off. The middle classes are frankly discontented. The landed gentry are busy selling their estates. Everyone discovers by painful experience that £1 will now only buy what could be purchased for 8s. 6d. before the war, the latter figure being the exact purchasing-power of the sovereign at the present time.

The Chancellor's admonition, therefore, is apt to raise a sardonic smile. For most of us feel somewhat in the position of Sir Thomas Lipton, of America Cup fame, of whom the story is told that when he was young and poor he woke up one night to find a burglar in his room. "If you make a noise," said Bill Sykes, "I'll shoot you." "What do you want?" asked Lipton. "I'm looking for money," was the reply. "Wait," said Lipton, "I'll get up and help you."

WHAT OF THE GOVERNMENT?

It is not the ordinary citizen who is blameworthy always excepting the wartime rich who flaunt their easily-acquired wealth with vulgar ostentation. The question asked is: "Why do not the Government set an example?" The Government is spending at the present time, nine months after the cessation of hostilities and with 3,000,000 officers and men demobilised from the Army, the stupendous sum of £1 million a day. Almost incredible stories are told of what is going on in the public Departments. Every Departmental chief seems to be a *has unio* himself. Thus there are still 25,000 clerks in the Ministry of Munitions, and altogether 170,000 women and girls are in Government offices, according to the latest returns.

PRESS OPINION.

"If this Government cannot cut down the outlay we shall have to look for one who can," is the considered verdict of the *Daily Mail*. This reflects the editorial opinion of newspapers irrespective of politics. But the Government goes on heedless of the storm that is brewing. Within the week this same Ministry, on whose behalf Mr. Chamberlain utters a solemn warning of financial ruin as the possible fate of the country unless there is economy, proposed to raise the salaries of a batch of Ministers from £2,000 to £5,000 a year. But this was too much even for a Coalition House of Commons, which promptly "turned down" the proposal, and the Government narrowly escaped defeat.

The main cause of the trouble, it is that Parliament has lost power over the public purse. It went in war-time and has not been regained. Bureaucracy is entrenched, and every man (and woman) who got a job under Government since 1914 is holding on to it like a limpet. Another appeal to the country seems to be regarded as the only way to right matters. What is urgently wanted is an effective Opposition in Parliament. Even the sedate *Morning Post* makes merry at the expense of the Prime Minister, whom it likens to a man balancing himself on the top of several propped, represented by the Coalition parties. So long as he does not lose his balance, he is safe. But if he moves one of his supporters will fall, and down he comes. So he remains, delicately poised, uttering platitudes.

WHAT IS PROFITEERING?

The Profiteering Bill which the Government has this week introduced meets with general condemnation. The idea is to lay by the heels the people who are said to be fleecing the public in respect of food-stuffs, clothes, and other essentials. Local tribunals are to be set up to examine cases of alleged illegal gains and award condign punishment. But the initial difficulty is to define profiteering.

There are, for instance, the big multiple shops who have been paying very big dividends. The man in the street feels convinced that these profits are made at his expense. But is that so? Firms with large capital who buy for spot cash are well able to sell at Government-controlled prices and make huge sums of money. Their establishments are scientifically organised and efficiently managed. On the other hand, smaller concerns buying from day-to-day at the mercy of the markets may be only able to keep going. Are the former profiteers?

Profiteering so-called with precision and accuracy may be defined as the manipulation of markets to maintain prices against consumers. The real profiteers are the people who control commodities at the source. It seems rather small sport to pillory the little butcher in a side street over pence and overlook the Trusts who control the supplies of a Continent. The retailer is generally only the last link in a chain, and, as regards prices, he is often as powerless to help himself as a spid under a harrow.

THE GOVERNMENT PLAN.

The Government plan is to go for the little shopkeeper, whose business life is to be subjected to the close scrutiny of local tribunals, who will be appointed much on the lines of the Military Service Tribunals. The defects of the scheme are obvious; its chief merit in the eyes of politicians, thoroughly alarmed by the rising tide of discontent at the ever-increasing cost of living, is that it may tend to deflect public wrath from themselves. Much of the unrest in the country is due to high prices; and the Government have "knifed" their own Select Committee appointed to inquire into the subject, and, without waiting for the Committee's report, suddenly introduced the Profiteering Bill. *The Times* calls it a panic measure, inspired by a fear that the long-suffering middle-classes will join hands with the discontented manual workers, simply because the rise in prices is becoming intolerable.—H.B.

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"GLENDEER"	23rd September	LONDON
"CARMARTHENSHIRE"	18th October	LONDON & ROTTERDAM
"CARMARTHENSHIRE"	9th November	LONDON & ANTWERP
"CARDIGANSHIRE"	23rd November	GENOA & LONDON

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STRAITS	TO SAIL
SANDAKAN	"HENSANG"	Tues. 23rd Sept. Noon.
SHANGHAI	"YANGSANG"	Wed. 24th Sept. Dlight.
TIENHAI via WEIHAIWEI and CHEFOO	"CHEONGSHING"	Fri. 26th Sept. Dlight.
MANILA	"YUENSANG"	Fri. 28th Sept. 3 p.m.
MANILA	"LOONGSANG"	Fri. 3rd Oct. 3 p.m.
STRAITS & CALCUTTA	"CHAKSANG"	Tues. 7th Oct. 5 p.m.
WEIHAIWEI, CHEFOO & NEWCASTLE	"LOKSANG"	Wed. 8th Oct. Dlight.
STRAITS & CALCUTTA	"LAISANG"	Tues. 14th Oct. 3 p.m.

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HONGKONG	"BANGCHOW"	On 23rd Sept., 11 A.M.
SHANGHAI	"SHANTUNG"	On 23rd Sept., Noon.
SWATOW and SHANGHAI	"FOOCHOW"	On 25th Sept., Noon.
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ITOLA	27th Sept.	21st Oct.

SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
RHIVA	30th Sept.	14th Oct.
NOVARA	10th Oct.	24th Oct.
GREGORY APCAR	17th Oct.	28th Oct. (Kobe)

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NIKKO MARU ... Tuesday, 23rd Sept., at 10 a.m.

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TENSHIN MARU ... Monday, 28th September.

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WAKASA MARU (London, Antwerp & Rotterdam) ... End of September.

TSUYAMA MARU (Marseilles & Liverpool) ... Thursday, 2nd Oct.

DELAGOA MARU (London, Antwerp & Rotterdam) ... Middle of October.

TOYOOKA MARU (Marseilles & Liverpool) ... End of October.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 223

S. YASUDA, Manager

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong.
NIPPON MARU	11,000	Sept. 24th.
TENYO MARU	23,000	Oct. 2nd.
SIBERIA MARU	20,000	Oct. 10th (from Kobe)
SHINYO MARU	21,000	Oct. 24th.
PERMA MARU	9,000	Nov. 10th.
KOREA MARU	20,000	Nov. 24th.

* omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND YQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,300	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PAUL LECAT" ... 21,000	On or about 29th Sept.
	"SPHINX" ... 20,000	On or about 23th Oct.
MARSEILLES via HAIPHONG, BANGKOK, SINGAPORE, COLOMBO, JOHANNESBURG, SUEZ, PORT SAID	"PORTHOS" ... 20,000	On or about 2nd Oct.
	"BATAVIA" ... 20,000	On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailing, etc., apply to—

TELEPHONE 740.

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K.

OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"ALASKA MARU" ... Friday, 26th September.
"CELEBS MARU" ... Monday, 20th October.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" ... Middle of November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Tuesday, 30th September.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Wednesday, 1st October.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"LUZON MARU" ... Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee & St. Paul Railway.

"CHICAGO MARU" ... Tuesday, 30th September.

"MANILA MARU" ... Wednesday, 15th October.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

"INDUS MARU" ... Monday, 29th September.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

For KEELUNG via SWATOW and AMOY.

"HOTEN MARU" ... Sunday, 28th Sept., at Noon.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

Tel. No. 744 and 745.

No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

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15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

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VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Nov. 1st, Nov. 22nd, Oct. 7th.

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